

IN THE CLAIMS

1. (Currently Amended) An apparatus for controlling at least one park brake in a vehicle, comprising:

an electric switch assembly;

a pressure switch subassembly communicating with said electric switch assembly, said pressure switch subassembly being associated with at least first and second states, said pressure switch subassembly being in said first state when at least a threshold pressure is detected and said pressure switch subassembly being in said second state when less than said threshold pressure is detected, wherein said pressure switch subassembly ~~directly controls independently of any processor control~~ said electric switch assembly, at least when a pressure less than said threshold pressure is detected and said pressure switch subassembly changes from said first state to said second state such that the at least one park brake is applied; and

~~at least one park brake release actuator; and~~

a control assembly in communication with each of said electric switch assembly and said pressure switch subassembly that controls application of fluid to the at least ~~said at least one park brake release actuator;~~

wherein said electric switch assembly includes a push/pull knob that is in a first position when said pressure switch subassembly detects a pressure less than said threshold pressure and said push/pull knob is in a second position when at least said threshold pressure is detected and in which said push/pull knob is manually controlled from said first position to said second position when said pressure switch subassembly detects a pressure less than said threshold pressure in order to release the at least one park brake, and wherein said push/pull knob is held by an operator in said second position and, when the operator discontinues holding said push/pull knob in said second position, the at least one park brake is not released.

2. (Original) An apparatus as claimed in Claim 1, wherein:

said electric switch assembly is a solenoid actuator assembly that includes a push/pull knob and switch contacts, said push/pull knob being in a first position and said switch contacts being in a first state when the at least one park brake is released and said push/pull knob being in a second position and said switch contacts being in a second state when the at least one park brake is applied.

3. (Original) An apparatus, as claimed in Claim 2, wherein:

said push/pull knob is in said second position when less than said threshold pressure is detected by said pressure switch subassembly.

4. (Original) An apparatus, as claimed in Claim 2, wherein:

said solenoid actuator assembly includes a return spring for use in providing said push/pull knob in said second position.

5. (Original) An apparatus, as claimed in Claim 2, wherein:

said push/pull knob can be engaged by the vehicle operator to provide a selected one of the at least one park brake being applied and the at least one park brake being released.

6. (Original) An apparatus, as claimed in Claim 1, wherein:

said control assembly includes a solenoid pilot valve subassembly and an electrical conductor connected between said electric switch assembly and said solenoid pilot valve subassembly and in which electrical power is supplied to said solenoid pilot valve subassembly using said electrical conductor.

7. (Original) An apparatus, as claimed in Claim 1, further including:

a vehicle including a cab having said apparatus and wherein said control assembly includes at least a park brake fluid carrying line and an electrical conductor connected to said electric switch assembly and in which said electrical conductor originates from the vehicle cab and said park brake fluid carrying line is located away from said vehicle cab and adjacent to the vehicle chassis.

8. (Original) An apparatus, as claimed in Claim 7, wherein:
the vehicle dash is free of any fluid carrying line used by said apparatus.

9. (Currently Amended) A method for controlling at least one park brake system in a vehicle, comprising:

providing an apparatus that includes an electric switch assembly and a pressure switch subassembly in communication with said electric switch assembly for detecting whether a threshold pressure exists related to a fluid system of the vehicle, said electric switch assembly including a push/pull knob;

changing said electric switch assembly from a first position to a second position when at least said threshold pressure is detected to release the at least one park brake system;

applying the at least one park brake system when said pressure switch subassembly detects a pressure less than said threshold pressure and in which said electric switch assembly changes from said second position to said first position; and

~~controlling moving manually said electric switch assembly by movement~~ push/pull knob from said ~~second~~ first position to said ~~first~~ second position after said pressure switch subassembly detects said pressure less than said threshold pressure in order to release the at least one park brake system; and

holding said push/pull knob in said second position, wherein during said holding at least the one park brake system is released and when said holding is discontinued the at least one park brake system is not released.

10. (Canceled)

11. (Currently Amended) A method, as claimed in Claim 9, wherein:

~~said applying includes causing said electric switch assembly to change to said second position and said apparatus includes a pilot solenoid~~ pilot valve subassembly that de-energizes when said electric switch assembly is in said second position, said pilot solenoid valve subassembly fluidly

communicating with a relay valve subassembly and in which said relay valve subassembly is used to interrupt fluid delivery to the at least one park brake system.

12-13 (Canceled)

14. (Original) A method, as claimed in Claim 9, wherein:

the vehicle includes a vehicle cab and vehicle dash and further including locating all fluid carrying lines associated with said apparatus away from the vehicle cab.

15. (Original) A method, as claimed in Claim 14, wherein:

mounting at least portions of said electric switch assembly in the vehicle cab and in which said electric switch assembly includes at least a first electrical conductor that extends from the vehicle cab.

16-20 (Canceled)

21. (New) A method, as claimed in Claim 9, wherein:

said applying includes supplying a current to said electric switch assembly, said current causing said push/pull knob to change to said first position.

22. (New) A method, as claimed in Claim 21, wherein:

after said moving, said push/pull knob is in said second position and said holding maintains said second position while said current is being supplied.